Claims

1. A control device for a vehicle that includes an engine (70) that has an electric fuel ignition system (71, 72), a switch (80) which is adapted to cut-out the engine ignition system (72) temporarily when activated, means (94) for setting the amount of fuel delivered to the engine during operation, and a handle (2) which is rotatable about an axis (3) and which is intended to be gripped and turned by one of the driver's hands, wherein the driver of the vehicle controls the setting means (94) via a transmission (20) by turning the handle (2) to a position which is defined by contact of the handle with the yieldable abutment means (63) and which represents an engine idling position, and a second position which represents full engine power, **characterized** in that the abutment means (63) is adapted to yield to a pre-determined force thereon exerted via the handle (2), whereby the handle actuates the switch.

2. A device according to claim 1, **characterized** in that abutment means (63) has the form of a spring arm (95) whose one end is placed in the path of movement of a cam (91) carried by the handle (2), wherein the cam includes a ramp (92) which extends on the cam towards the engine idling position and which deflects said end of said spring arm so that said arm pass beyond this position.

3. A device according to claim 2, **characterized** in that the arm end deflected by the ramp (92) extends up on a caming surface (93) on the cam (91) extending in the direction of the handle perimeter, said cam surface (93) conducting current to the engine ignition system (72); and in that the spring arm (95) is earthed so as to cut-out the ignition system temporarily.

4. A device according to claim 2 or 3, **characterized** in that the first spring arm (95) is carried by a spring element (94) that includes a second spring arm (96) which is generally opposite to first spring arm (95) in the direction of the handle perimeter, wherein the free end of the first spring arm (95) extends in the rotational direction (81) of the handle in which full engine power is achieved.

5. A device according to claim 4, **characterized** in that the end part of the second spring arm (96) is also arranged to be deflected by the ramp (92) and the cam (91) upon continued rotation of the ramp-end (92) of the cam (91) connected to the handle (2) beyond the end of

the first spring arm (95) when turning the handle in a direction (61) that is opposite to the direction (81) in which full engine power is achieved.

6. A device according to claim 3, **characterized** in that the spring arms (95, 96) are end parts of a spring element (94) that is pivotally mounted on an earthed pivot means (97).

7. A device according to any one of claims 2-6, **characterized** in that the arms of the spring element (94) are biased so as to bend outwardly towards the handle axis (3) and towards respective abutments (98, 99) which hold the arms (95, 96) of the spring element in corresponding chosen directions whilst being unaffected by the cam (91) and its ramp (92).